

THE REBELS IN THE VALLEY.

Virginia, from Harper's Ferry to Fredericksburg—McClellan's and Pope's Scene of Operations.



but the entire Army of Virginia, was on the move to the Rappahannock. It is no easy thing to move an army of this strength without a casualty. From the front to the rear the trains covered twenty-five miles of ground.

Today was exhausted in marching, and it was nearly sunrise on Wednesday ere the last train had crossed the river.

A strong force of cavalry had been detached to protect our rear, and, tired out, had camped on the south side of the river, six miles from the bridge. They were surprised on Wednesday morning early by a discharge of musketry, and some twenty-five miles of ground. Our men had to fight for their very existence, and when within a mile of the bridge they formed. I heard the firing, and got up in time to see the right of our line give way, to join in a general gallop for safety, to lose my hat and haversack, and to come to the conclusion that the rebels are wonderfully quick in their movements, that our people ought to have left one or two pieces of artillery on the south side, and that a certain company of cavalry had better show a little more pluck when they meet the rebels.

On Thursday morning at seven the most incredulous person in the world must have been convinced that there is such a thing in the South as heavy artillery and dry gunpowder.

Before our generals had finished their breakfast they might be walking into the garden in front of their quarters, have heard the infernal rumbling of the shell. The rebels had the start of us. They had it all their way for upwards of an hour, and killed two of our men and wounded more before we had a gun in position. We had plenty of guns in position; but the enemy commenced firing on our extreme right and far beyond our range.

General McDowell galloped on to the ground, evidently surprised at what was going on, gave his orders, and in the course of an hour the scene was changed. The rebels fired less frequently, and no attempt of any consequence was made to pass at this ford, which, I believe, is called Robinson's.

Firing commenced at noon on our left—Gen. Banks' corps—but from it I could ascertain, it amounted to little or nothing. Our center was not attacked, and I do not think they fired a gun during the day. As well as I could ascertain our casualties, they did not exceed five killed and twenty wounded.

On Friday the firing commenced at about seven, with terrific force. It soon was clear that our army had altered its position, moving more to the right, and intending to force the passage of the river higher up, so as to get on the right bank of our center; but Sigel was there, fortunately, and, ascertaining the position and range of their guns, gave them for three consecutive hours two to three. I managed to get to a position from which I could with safety see both batteries.

The enemy worked his battery with wonderful bravery, but was compelled to yield. When our men got the range it was perfectly fatal to the effect of the firing. The long intervals of the enemy's firing, and the long intervals of our silence, were a constant reminder of the position, told at once the tale that they were beaten.

In the meantime Sigel had sent across the river two regiments of infantry and the notorious "Jackson Battery," and long after the artillery had ceased musketry was heard. What the result, the beginning or the end of this engagement was I cannot tell you; for, just as I was about to endeavor to ascertain it, I was informed by an official—not quite so courteously as could be wished—that I had no right to be on the ground at all; that I must get off as soon as possible.

General Robben was killed in this engagement.

The bridge over the Rappahannock was burned by our people on Friday.

THE REBELS IN THE VALLEY.

OUR WINCHESTER CORRESPONDENCE.

WINCHESTER, Va., August 24, 1862.
Attack on a Train on the Winchester and Potomac Railroad—Cars Burned and Telegraph Cut, &c.

About ten o'clock last night most excitement prevailed here by the report that the failure of the cars to reach this place in the evening was owing to their being captured and burned by a body of rebel cavalry, between Summit Point and Wadestown, on the Winchester and Potomac Railroad. Shortly after a detachment of twenty-five men from the different companies of the Thirty-second Ohio regiment were sent down on a car to the place of the late trouble, yet correspondents accompanying them, with the expectation of witnessing some sport, but the result was a total failure.

We learned from the driver (Mr. S. Butler, of the unfortunate train) that the engineer, Mr. Logan, discovered some force lying along the railroad track, when he shut off steam and directed the fireman to remove the rails; but before they had time to get off, the order "halt" was called, and with a volley was poured into the cars, wounding Mr. Logan, the messenger of the express, in the hip, but not dangerously. Fears are entertained for the safety of

Mr. Logan, nothing having been heard from him since the attack. On our arrival at the scene of destruction, we found the remains of the three cars still burning, two of which were passenger cars, the other baggage and express car. The iron safe of the express company had been broken and its contents taken. The telegraph wire, as a natural consequence, was cut. A messenger sent last night by Major Lutz, from the Orange Bridge, to Col. Maithell, at Charlestown, was intercepted and detained a couple of hours, but finally got off by pretending to be a farmer, he having on citizen's clothing.

In the cars were some six or eight soldiers, four of whom were taken prisoners, as follows:—Orderly Shierhart, of Company E; Sergeant Peris, of Company F; Private Kilman, of Company F, and private Forch, of Company E, who is also letter carrier and son of the chaplain—all of the Eleventh New York State Militia. The passengers were all released. From the railroad they (the rebels) proceeded to Smithfield, a distance of five or six miles northwest of this place, where they captured several cavalry men and eighteen horses, all fully equipped. They belonged to a battalion of Maryland, and had twenty-two men stationed at that place. The rebels were captured about half past five o'clock in the evening. I learn, since writing, that Captain D'Ussay, of the Garibaldi Guard, was also taken prisoner at the railroad, but made his escape. They died at him several times; one had passed through his straw hat. He arrived safely in camp near Winchester.

What Company K, of the Eleventh New York State Militia, was doing during the time the rebels were employed in destroying the cars I cannot say; they were within two miles of the action. On the arrival of four cavalry men, with the news, from Smithfield, at Cameron station (the headquarters of Captain Cook, of Company A, Eleventh New York State Militia), I am told the boys jumped four feet high at the prospect of having an exchange with the enemy. The boys did their best at double quick, on their way to Smithfield, and arrived half an hour too late. Best assured they were badly disappointed. Several companies of cavalry have been sent out in different directions in pursuit of the enemy. The rebel cavalry is a part of Robinson's (formerly Ashby's). Their number is variously estimated at from forty to seventy. They are very daring, and have been prowling through this country for the last three or four weeks. Reports say that eight prominent secessionists were arrested near Smithfield for giving aid and information to the rebel cavalry who visit the country now and then.

THE RAID UPON CAULETT'S STATION.
(Special Correspondence of the Philadelphia Inquirer.)
NARANZA, August 24, 1862.

Friday evening, about eight o'clock, as your correspondent was in camp with the baggage and supply trains of Sigel's First corps, south of Caulett's station, an alarm was given that the rebel cavalry had attacked and taken the station, and were advancing upon us. For a time the consternation was great; but, by the cool and determined behavior of some of the officers and men, order was soon restored.

The Purcell Legion formed quickly and fought bravely, and, although crushed back by overwhelming numbers, stood their ground until resistance was destruction. The "Blackhats," under Colonel Kane, of your city, covered themselves with glory.

Upon reaching the station at daylight we found that last night the railroad train from Rappahannock reached there about eight P. M., and was waiting for a train to come up from Alexandria. In about an hour a car was heard from the camp ahead of the train to "fall in, men; we are attacked." So it was, true as premonition we were. The rebel cavalry rode up to the engine and ordered the engineer to surrender. He refused, and the "chivvies" fired several volleys of shot, and at the same time fired into the rear of the train, which had attached two passenger cars and about fifty passengers in them. The whole train was in an instant surrounded, and all who dared to come out were surrounded and taken prisoners.

As the rebels dismantled the engine, drew the valve and some one separated the train, leaving two cars and some men prisoners. The Purcell Legion, of Baltimore, advanced to the rear of the train and poured a volley into the rebel cavalry who were surrounded.

The rebels fell back in a perfect "skedaddle," but in a few minutes rallied and charged most vigorously and took all the men prisoners.

The hospital at Caulett's station was "sacked," and all the sick taken out South. The rebels had their own way, and pillaged and plundered to their hearts' content. Two entire wagons were plundered of such articles as the rebels wanted, and then burned.

The rebels remained over the station nearly five hours, and, as they pleased.

The men rebelled and fired the previous day, since being wounded at Cross Keys.

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the rebel cavalry, killing a large number of their horses, which they along the Orange and Alexandria Railroad. The rebels then moved on to Pope's station, took all the supplies, papers, &c., and burned his two wagons. They also burned and burned two entire wagons, and three of the supply wagons, with all the equipment of General Pope's army, but a short distance off, and kept up a continuous fire, aided by a few "chivvies" who had secured provisions to the surrounding. But the rebel fire and charge was too severe, and the men fell back.

The rebels took some half dozen horses from McDowell's train, and all his private stores, completely ransacking his mess chests and wagons.

Another party had crossed the railroad and gone down to General Jackson's and King's supply trains and headquarters.

They gave a tremendous shout and charged down into the ravine, where King's wagons were, upon the outside guarded by some Wisconsin troops, who drew up and fired into the rebel cavalry, killing two and taking two prisoners, during a skirmish of nearly an hour.

When the fire ceased, Major Wm. Painter, Division Quartermaster, Captain Fred. Gorker, Brigade Quartermaster, and Captain B. H. Jones, Commissary, ran out, mounted their horses, cheered the men, urging them to stand firm, and were taken prisoners.

An hour before daylight a squadron of the brave Col. Blair's First Maine cavalry, under the command of Major, and the rebels at once scattered them for warrenton.

A rebel lieutenant, taken prisoner by the Wisconsin boys, who killed six and wounded six rebels, and secured the rebels at once scattered them for warrenton.

At daylight the rebel cavalry tried to cross here. A few companies succeeded, when a charge upon them was made by the three hours and stopped. We had but one man injured here—slightly—private McPherson, Twelfth Ohio battery.

CAMP NEAR RAPPAHANNOCK, Friday, August 21, 1862.
The First New Jersey regiment in badly decimated. Colonel Cargis is wounded, and forty-one others killed, wounded and missing, and among them five of Company A, Twelfth Ohio battery, and one of Company B, Twelfth Ohio battery, and one of Company C, Twelfth Ohio battery, and one of Company D, Twelfth Ohio battery, and one of Company E, Twelfth Ohio battery, and one of Company F, Twelfth Ohio battery, and one of Company G, Twelfth Ohio battery, and one of Company H, Twelfth Ohio battery, and one of Company I, Twelfth Ohio battery, and one of Company J, Twelfth Ohio battery, and one of Company K, Twelfth Ohio battery, and one of Company L, Twelfth Ohio battery, and one of Company M, Twelfth Ohio battery, and one of Company N, Twelfth Ohio battery, and one of Company O, Twelfth Ohio battery, and one of Company P, Twelfth Ohio battery, and one of Company Q, Twelfth Ohio battery, and one of Company R, Twelfth Ohio battery, and one of Company S, Twelfth Ohio battery, and one of Company T, Twelfth Ohio battery, and one of Company U, Twelfth 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